

**FAIRFAX COUNTY PLANNING COMMISSION
TRANSPORTATION COMMITTEE/TRANSPORTATION
ADVISORY COMMISSION MEETING
WEDNESDAY, MARCH 16, 2006**

COMMITTEE MEMBERS PRESENT:

John R. Byers, Mount Vernon District
Frank A. de la Fe, Hunter Mill District, Chairman
James R. Hart, Commissioner At-Large
Kenneth A. Lawrence, Providence District
Rodney L. Lusk, Lee District
Laurie Frost-Wilson, Commissioner At-Large

COMMITTEE MEMBER ABSENT:

Ronald W. Koch, Sully District

OTHER COMMISSIONER PRESENT

Walter A. Alcorn, At-Large

TRANSPORTATION ADVISORY COMMISSION MEMBERS PRESENT:

George Barker, Chairman, At-Large
Janyce Hedetniemi, Vice Chairman, Braddock District

STAFF PRESENT:

Barbara J. Lippa, Executive Director, Planning Commission Office
Linda B. Rodeffer, Clerk, Planning Commission Office
Leonard Wolfenstein, Chief, Planning Division, Fairfax County Department of
Transportation (FCDOT)
Jay Guy, Transportation Planner, FCDOT
David Kline, Senior Transportation Planner, FCDOT
Jaak Pedak, Senior Transportation Planner, FCDOT
Sterling Wheeler, Planning Division, Department of Planning and Zoning

OTHERS PRESENT:

Bruce Bennett, Hunter Mill Road Traffic Calming Committee

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Planning Commission Vice-Chairman John R. Byers constituted the meeting at 7:30 p.m. in the Board Conference Room at 12000 Government Center Parkway, Fairfax, Virginia, pursuant to Section 4-102 of the Commission's *Bylaws & Procedures* and indicated that the first order of business was to elect a committee chairman.

Commissioner Lawrence MOVED TO NOMINATE FRANK A. DE LA FE AS CHAIRMAN OF THE 2006 POLICY AND PROCEDURES COMMITTEE.

The motion was seconded by Commissioner Hart and carried unanimously. Vice Chairman Byers then turned the chair over to Commissioner Frank A. de la Fe, Chairman.

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Commissioner Byers MOVED THAT THE TRANSPORTATION COMMITTEE MINUTES OF JANUARY 25, 2006 BE APPROVED.

The motion was seconded and carried unanimously.

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Chairman de la Fe recognized Leonard Wolfenstein, Chief, Planning Division, Fairfax County Department of Transportation (FCDOT), for an update on the proposed changes to the Transportation Plan, including the revised Plan map and the draft Public Input and Response Report, copies of which are in the date file.

Mr. Wolfenstein highlighted the proposed key changes to the map:

- Capital Beltway – HOT (High Occupancy Toll) designation ultimately leading to a 12 lane section from the Springfield Interchange to Georgetown Pike and the American Legion Bridge with 8 general purpose lanes and 4 HOT lanes; segment between Springfield Interchange from Woodrow Wilson Bridge designated as 10 + lanes with HOV (High Occupancy Vehicle) lanes.
- I-66 – designated as within an enhanced public transportation corridor on the existing Plan, with Metro rail designated as the County's preferred option in that corridor.
- I-395 – designated HOT lanes.
- Route 28 – based on forecasting volumes, one HOV lane added to current Plan map with ultimate cross section of 10 lanes north of I-66 and 8 lanes south of I-66.
- Richmond Highway – change adopted in December 2004 showing cross section to accommodate a transit line in median and reduced number of lanes; elimination of grade separation at Richmond Highway and North Kings Highway.
- Fairfax County Parkway - designated as HOV during peak periods from Route 7 connecting with the Franconia Springfield Parkway; segment to the north designated with additional lane and segment in the middle, between Route 123 and Hooes Road, currently designated as four lanes, has been increased to six.
- Manassas Battlefield Bypass and Tri-County Parkway – preferred realignment of Route 29, now two lanes through the battlefield, to the north; construction of a Tri-County Parkway and its alignment with the Battlefield Bypass unresolved at the present time.

- Lorton, Furnace, and Silverbrook Roads – subject of a Laurel Hill Transportation study; lane designation changes shown on revised map.

Mr. Wolfenstein said that a few minor edits had been made related to public safety and human services transportation, but essentially the policy would remain the same as presented to the Committee in November. He also said that a report issued by the consultant, Cambridge Systematics, which described in detail travel demand forecasting, would also be part of the public hearing package, now scheduled before the Planning Commission on May 4th. He said it was anticipated that the staff report would be issued the first week in April.

George Barker, Chairman, At-Large, Transportation Advisory Commission (TAC), commented that TAC had held a work session in February to review the proposed changes in detail. He said TAC's input had been incorporated and although some map clarifications were needed, they were impressed with the overall product. Mr. Barker explained that the enhanced transportation corridor shown through the City of Falls Church had been coordinated with City staff; however, there had not been similar coordination with the towns located within the County or with the City of Fairfax. He pointed out that the map showed the extension of light rail being considered by Arlington County along Columbia Pike to Fairfax County at Baileys Crossroads. He said citizen input had been analyzed thoroughly and while everyone might not be happy with the conclusions, no one could say their suggestions had not been considered. He said he thought the Plan map would be a useful guide for citizens.

Responding to a question from Commissioner Lawrence, Mr. Wolfenstein said a bicycle plan was not shown on the map, but that it was a consideration item for funding in the FY'07 budget.

In response to a question from Commissioner Byers, Mr. Wolfenstein said that he thought a bicycle network map would eventually be produced showing trails and designated bicycle lanes, but not sidewalks.

Commissioner Hart commented that it probably would not be possible to include a bicycle map in the Plan map due to the scale. Chairman de la Fe commented that perhaps GIS could produce a map with layers showing all transportation networks.

Responding to questions from Commissioners Hart and Wilson, Mr. Barker, Mr. Wolfenstein and Mr. Pedak explained the color coding and legends on the map. Mr. Wolfenstein said a map would be produced before the public hearing showing only the proposed changes.

Mr. Pedak and Mr. Wolfenstein responded to questions from Commissioner Wilson about discrepancies shown on the Transportation Map and the Area Plan Map for the Laurel Hill area.

Chairman de la Fe pointed out to Commissioner Wilson that the Trails map was not part of this update but would be incorporated into the Transportation element as an appendix.

Commissioner Lusk commented that it would be a good idea to align the extension of Old Mill Road with Hilltop Road. Mr. Wolfenstein said staff would review this issue.

Responding to a question from Chairman de la Fe, Mr. Wolfenstein said that staff was working with representatives of the Department of Defense staff concerning roads going through the Ft. Belvoir military reservation.

In response to a question from Commissioner Lawrence, Mr. Wolfenstein said the final map would indicate its date of adoption and future amendments would also be dated.

Responding to a question from Chairman de la Fe, Mr. Wolfenstein said the Fairfax County Parkway had been recommended for extension and widening in certain places and given an HOV designation. He explained that it had not been identified as an enhanced transportation corridor because the Comprehensive Plan did not recommend it for light rail use. Mr. Wolfenstein added that the Parkway would probably have enhanced bus service in the future.

In response to a question from Chairman de la Fe, Mr. Wolfenstein said that although both the Battlefield Bypass and the Tri-County Parkway were shown on the map, their alignment was not known at this time and could be problematic from a standpoint of future development in the area. Mr. Barker added that the Board of Supervisors (BOS) had expressed concern about eliminating the Tri-County Parkway option and a TAC subcommittee had also recommended against eliminating it; therefore, it was still on the table. Commissioner Hart pointed out that the Tri-County Parkway and the Battlefield Bypass would not be parallel.

Janyce Hedetniemi, Vice Chairman, Braddock District, noted the suggestions made by the public which were outside the County's authority had not been included in the first Public Input and Responses draft report. She explained that, at her suggestion, staff had identified them in a subsequent draft as being outside the scope of the Plan update and she complimented staff on the way this had been handled because it was important for citizens to know that all suggestions had been carefully reviewed. Chairman de la Fe concurred and cited a specific example on page 67 identifying a suggestion concerning the Reston internal bus system as being outside the scope of the Plan update.

Chairman de la Fe requested that the staff report and public notice indicate the location of the rail stations in the Tysons area but not show any other changes because if Tysons was going to become an urban center, major changes would have to be made to the road network. Ms. Hedetniemi said the same reference should be made about the Lorton area. Mr. Wolfenstein said that the staff report mentioned both of these areas in an executive summary.

Chairman de la Fe requested that the final proposed update be distributed to the Committee and TAC for review before being disseminated to the public.

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TRANSPORTATION COMMITTEE

March 16, 2006

The meeting was adjourned at 8:16 p.m.
Frank A. de la Fe, Chairman

For a verbatim record of this meeting, reference may be made to the audio recording which can be found in the Fairfax County, Virginia Planning Commission Office.

Minutes by: Linda B. Rodeffer

Approved on: July 13, 2006

Linda B. Rodeffer, Clerk
Fairfax County Planning Commission